achieve the objectives of National Literacy Mission; and

(e) if so, what are the details thereof and the achievements of the Authority so far?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. SHIV SHANKER): (a) to (c) The literacy data in the country are collected through decennial census. The present number of illiterates in the country will be known only after the next census is held in 1991.

(d) and (e) The National Literacy Mission Authority (NLMA) was constituted in June, 1988 to administer the National Literacy Mission. It is an independent and autonomous wing of the Ministry of Human Resource Development (Department of Education) vested with full executive and financial powers in its sphere of working. It is the operating and implementing agency at the national level for all the activities envisaged in National Literacy Mission.

National Literacy Mission Authority has a Council headed by the Minister, Human Resource Development and an Executive Committee headed by the Union Education Secretary. Both Official and non-official members are represented on these two bodies. The Executive Committee carries out all the functions of the Authority in accordance with the policy and guidelines laid down by the Council.

Strengthening of administrative, academic and technical resource and media support, simplification of procedures and financial assistance to a good number of Voluntary Agencies, involvement of teachers, students, youth, women, ex-servicemen, prison management and staff and adoption of area specific plans and projects for complete eradication of illiteracy in specific areas and development of techno-pedagogic inputs on a large scale are some of the significant achievements of the National Literacy Mission.

Privatisation of D.T.C. routes

*131. SHRI ANAND PRAKASH GAUTAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned "To privatise or not" which appeared in the Times of India of the 16th April, 1989;

(b) if so, what are the details thereof;

(c) what is Government's reaction thereto;

(d) how long the present ad-hoc arrangement of 'Earn and Keep' with privately operated buses under DTC would continue.

(e) whether it is a fact that rationalisation of many routes is not being carried out by South Region of DTC because of impasse created by the ad-hoc arrangement; and

(f) if so, by when a permanent policy is likely to be evolved in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Yes, Sir.

(b) to (d) The news item mainly refers to irregularities in the operation of buses of private operators and suggests replacement of present arrangements of private operations by the erstwhile system of KM scheme, besides emphasising nationalisation of road transport services in the Union Territory of Delhi. For a number of years, DTC has been associating private operators, under one scheme or the other, to supplement their services to adequately meet the trans-

port requirements of the growing population of Delhi. In the present arrangements, the buses of private operators operate in accordance with the schedule prescribed by the DTC who control and monitor these operations. Whenever any irregularity is detected, the DTC not only instructs the private operators to ensure operations as per schedule but also strict action is taken including levy of penalties, depending on the nature of the irregularity. There is no proposal before the Government at present to replace the existing arrangement.

(e) and (f) Route rationalisation is a continuous process for the DTC as a whole. The work of route rationalisation by DTC is continuing since October, 1987. Out of 727 routes, 353 routes have been rationalised so far including 98 routes in South Region.

नई दिल्ली रेलवे स्टेशन पर यात्रियों के साथ आने वालों के प्रवेश पर लगाया गया प्रतिबन्ध

*132. सरदार जगजीत सिंह अरोड़ा :
श्री राम जेठमलानी :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली रेलवे स्टेशन पर भीड़भाड़ को रोकने के लिये सरकार ने यात्रियों के सहयोगियों के प्लेटफार्म में प्रवेश पर प्रतिबंध लगाया है ;

(ख) यदि हां, तो क्या यह सच है कि इस देश में रेल यात्रा करने वाले अधिकांश यात्री अनपढ़, भोले-भाले और अनभिज्ञ होते हैं जिन्हें यात्रा संबंधी जानकारी बहुत कम होती है ; और

(ग) यदि हां, तो क्या सरकार ने यात्रा संबंधी जानकारी सुलभ कराने तथा अनभिज्ञ एवं अनपढ़ लोगों की यात्रा सुगम बनाने के लिये कोई विशेष नये प्रबंध किए हैं, यदि हां, तो उनका ब्यौरा क्या है और क्या सरकार ने देश के अन्य स्टेशनों पर भी इस प्रकार के प्रतिबंध लगाये हैं ?

रेल मंत्रालय में उप मंत्री (श्री महाबीर प्रसाद) : (क) जी, हां।

(ख) समाज के सभी वर्गों के यात्री आते हैं ।

(ग) यात्रियों के मार्गदर्शन के लिये प्लेटफार्मों पर पूछताछ काउंटर और रेल कर्मचारी होते हैं । जरूरत के मामलों में प्लेटफार्म टिकट जारी करने के लिए अनुमति देने की व्यवस्था की गयी है । अभी तक ऐसा प्रतिबंध किसी अन्य स्टेशन पर नहीं लगाया गया है ।

Release of Indian Prisoners of War detained in Pakistan

*133. SHRI LAL K. ADVANI:
SHRI ASHWANI KUMAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government of India have reeently forwarded in Pakistan a list of about 1100 Indians (including at least six women & twelve children) for repatriation; if so, what is the response of Pakistan Government thereto and the follow-up action taken thereon;

(b) whether India has also pleaded for the release of prisoners of war of 1965 and 1971; if so, the number thereof and what is the response of Pakistan thereto; and

(c) what are the outlines of India's programme in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No, Sir.

(b) and (c) There are 54 Indian missing defence personnel of the 1971 Indo-Pak conflict who are believed to